

Graham-Paige Choose Torrance As Distributing Center For This District—Wichman, New Dealer

R. C. Wichman announces that he has secured the agency for Graham-Paige motor cars for this district, and has leased the building at 1912 Carson street, for sales and service.

Mr. Wichman comes to Torrance from Taft, where he was associated with the Oakland-Pontiac agency. He has had ten years experience in automobile work, covering a thorough mechanical training as well as in administrative and sales capacities. He stated that it was his mechanical knowledge that enabled him to appreciate the superiority of Graham-Paige automobiles, as he believes he has procured one of the most desirable automobile franchises in the industry at this time.

While the sales and service building is located in Torrance, it is intended to serve a number of surrounding towns as well. Mr. Wichman stated.

The new agency will be known as the Wichman Motor Sales, and will be open every day and evening, as well as Sunday forenoons. Service work will be located in the same building as the sales office. Phone 161.

A number of the new Graham-Paige models are now on display in Torrance and the public are invited to view them. In commenting about the new Graham-Paige motor cars, Mr. Wichman said: "With the backing of the three Graham brothers, who retired from the automotive industry for a short time after having scored one of the outstanding successes in the light truck field, and then acquired the Paige plant in June, 1927, the Graham-Paige has risen rapidly in popular favor. Although the cars were not introduced until January, 1928, they took hold so rapidly that in March the month's production exceeded all records of the factory in its 18 years' history. By the middle of March, 10,000 units had been shipped, with only three chassis models in production, and on May 2, the factory's output for 1928 passed the total for all twelve months of 1927. The 30,000th car was shipped June 1.

There are now five distinct series of entirely new cars—four six-cylinder chassis (110, 114, 115 and 129 inches wheelbase, and an eight-cylinder chassis) of 135 inches. A wide variety of body styles is offered. The price range, based on five-passenger sedan models, runs from \$875 to \$2295.

Inspection of the new Graham-Paige reveals many interesting details. Mechanically, the cars have

many exclusive features, and in appearance and design, they are of the most appealing style.

"Foremost of the many up-to-date Graham-Paige features is the internal-geared four-speed transmission used in the eight and three of the sixes. In combination with a high geared rear axle, the new gearset results in a marked decrease in engine speed. At high road speeds, the engine turns over at a low rate, as compared with the average automobile. Not only does this produce marked smoothness of running, because engine roar and vibration are reduced, but it effects important economy in fuel and oil consumption.

"High gear is direct drive, as in all American cars. Third speed, because of the internal-gear drive, is not only quiet, but also more efficient than external gearing. Most driving, even in traffic and hill-climbing, is done in direct; third gear is used for rapid acceleration and for climbing unusually steep grades at high speed. First gear is seldom required, being a reserve for extraordinarily difficult pulls in deep sand or mud. The gear-shift is standard, for the car is regularly started in second, which is in the same position as first in three-speed cars.

"Another important improvement is the use of a mechanically driven fuel pump for gasoline feed on all models. It is driven by an eccentric on the cam shaft; its speed therefore varies with the speed of the engine, and under any conditions of speed and load the capacity of the pump exceeds the engine's demands for fuel.

"Many other advanced features of construction, for ease of operation, economy, and smoothness, are a part of the basic Graham-Paige design. The smallest and popular priced six has all the following features of the larger six and the eight:

"Water jacket full length of cylinder bore, high pressure lubrication to all desirable points, chain drive front end, large diameter crankshaft, interchangeable type main bearings, positive bearings water pump, thermostat, silchrome exhaust valves, air cleaner, fuel pump, aluminum alloy pistons with invar struts, submerged oil pump and tubes inside crank case, semi-automatic spark control, four-wheel hydraulic brakes, thrust bearings for steering knuckles, easy steering and convenient controls, adjustable pedal pads, four shock absorbers, and steel running boards.

All the sixes have seven-bearing crankshafts.

"In addition to these, the following features are common to all the large models:

"Four-speed transmission, four-point rubber engine support, thermostat, oil filter, adjustable steering wheel location, coincidental lock, cushioned clutch with vibration dampener, and automatic compensating device to maintain a constant maximum quantity of fluid in the hydraulic brake system.

"The eight and the two larger sixes have, in addition, automatic chain adjustment and Lanchester vibration dampener. The eight and the 69-models carry two spare demountable wheels mounted on the sides, and a trunk rack. On all models, wood or disc wheels are optional.

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Mr. and Mrs. Ed McDonald, proprietors of the McDonald delicatessen, left last week for a vacation at Owens Valley. They expect to return about September 1, at which time the delicatessen will reopen.



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Torrance

Editor's Note: This is the fifth of a series of Vacation Trips for the Motorist. Whether your time permits of a day or a month, you will find interesting trips outlined in this series of articles. Watch for them each week.

Scenic and Historic Trip Thru Indian Camp—

Few trips in Southern California have a greater historic or scenic interest than the drive from Los Angeles to Warner's Hot Springs, returning via Ramona, Escondido and the Coast route, according to the Touring Department of the National Automobile Club. By following the Valley boulevard to Pomona, thence south to Corona, through Temescal Canyon to Elsinore and Temecula, the motorist will follow very closely the route of the first transcontinental stages, the Great Butterfield line, established before the Civil War to carry mail and passengers from Saint Louis to San Francisco. Pavement is traversed to a junction point south of Temecula where a splendid gravel road leads to the left, through the Pala Indian Reservation, to the little settlement of Rincon. The Pala Valley is the home of the Agua Caliente Indians who were evicted from their tribal home at Warner's Hot Springs in 1903. While the eviction at the time caused widespread indignation and the older Indians have not become reconciled to the change, the younger Indians have accepted present conditions without resentment and the substantial bungalows which have replaced the old wooden shacks and the fields of waving grain testify to the industry and thrift of this tribe. The route continues up the beautiful valley of the San Luis Rey River, over the Cuca Grade where approximately 5 miles of second gear work is necessary. The scenery through this district beggars description and the lover of wild flowers will be delighted with the great variety of wild growths—lavender and purple lupins, goldenrod, Scotch thistle, buttercups, ladyslippers, wild morning glory and sweet peas vie in beauty with thick growths of sword ferns. The road for many miles parallels the river and many ideal camping and picnic spots are to be had, the chief one being the San Luis Rey free Government Camp Ground, located 15 miles east of Rincon. The same type of splendid gravel road leads to Lake Morettis, thence northeast to the springs. Hundreds of cattle now graze on the green floor of the great bowl in the hills which comprises the immense tract of land deeded by Gov. Pico to Jonathan Trumbull Warner. Immense clumps of oak trees adjacent to the highway provide shady picnic spots. Excellent accommodations are to be had at Warners in the quaint little adobe houses and many new ones are now under course of construction. From Warners the road leads southward to Morettis and over a low divide to the valley of Santa Ysabel, thence through Ramona and San Pasqual with its historic battlefields, Escondido, Vista and Oceanside, thence homeward by way of the familiar coast route through San Juan Capistrano.

Good Fish and Few Mosquitos

Good fishing is now to be had in Big Pine Creek and Rock Creek Lakes, according to the National Automobile Club. Eastern Brook, Loch Leven, Rainbow, Steel Head and Cutthroat as well as Golden trout abound in these waters, ranging in size from 6 inches to 10 lbs. At the present time the best bait is worms and grasshoppers while the best fly is Black Gnat, Royal Coachman, Hares Ear and Stone Fly. Water is medium and clear. The big fish are now biting in Virginia Creek, Trumble, Big Virginia and Blue Lakes. Best Bait—eggs and worms, best fly—Black Gnat and Mosquito. Water is clear and high and only a few mosquitos are reported in the evening for about one hour.

For a Sunday Drive

A very pleasant Sunday motoring trip is the one which leads from Los Angeles via Huntington Drive and over the Foothill boulevard to Monrovia, thence through Monrovia Canyon to Saw Pit Dam. The distance is 23 miles and payment is traversed to Monrovia, thence north from Foothill boulevard for a distance of one mile. The remaining mile to the site of the dam is over a fair to good dirt road, somewhat narrow and winding and with some second gear work. It is very scenic in character, being bordered by beautiful sycamores, oaks and blooming elderberry bushes. Many sunflowers, sword ferns, goldenrods and "sticky monkey" flowers are in evidence and there are a number of splendid picnic spots, equipped with tables and other conveniences. Another nearby canyon which is very popular at this time with picnic parties is Fish Canyon and it is reached by continuing on the Foothill boulevard to a point 2 miles beyond Monrovia. Leaving this boulevard, the first .8 of a mile is of pavement and the balance of the distance to Wildwood Resort, one mile, lies over fair to good natural gravel. This road is bordered by splendid specimens of cactus, immense growths of castor beans and flowering elderberries. In these two canyons smoking is only permitted at the designated camping spots and fire permits must be obtained by those who wish to build campfires.

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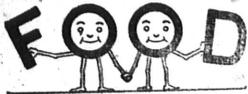
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